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of Transportation

National Highway  
Traffic Safety  
Administration

400 Seventh Street, S.W.  
Washington, D.C. 20590

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If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

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**TRANSPORTATION SCIENCES CENTER  
ACCIDENT RESEARCH GROUP**

**Calspan SRL Corporation  
Buffalo, New York 14225**

**CALSPAN REMOTE AIR BAG/CHILD FATALITY INVESTIGATION  
CALSPAN CASE NO. 96-24  
VEHICLE: 1997 SATURN SL2  
LOCATION: GEORGIA  
CRASH DATE: , 1996**

**Contract No. DTNH22-94-D-07058**

**Prepared for:**

**U.S. Department of Transportation  
National Highway Traffic Safety Administration  
Washington, D.C. 20590**

# TECHNICAL REPORT STANDARD TITLE PAGE

1. Report No. 96-24		2. Government Accession No.		3. Recipient's Catalog No.	
4. Title and Subtitle Calspan Remote Air Bag/Child Fatality Investigation Vehicle - 1995 Saturn SL2 Location - Georgia				5. Report Date: . . . , 1997	
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12. Sponsoring Agency Name and Address U.S. Department of Transportation National Highway Traffic Safety Administration Washington, D.C. 20590				13. Type of Report and Period Covered Technical Report Crash Date:   . . . , 1996	
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15. Supplementary Notes Remote investigation of a front-to-rear crash that resulted in deployment of the driver and passenger side air bags in a 1997 Saturn and the subsequent death of an 18 month old female passenger who was positioned on her mother's lap in the right front of the vehicle.					
16. Abstract <p>This remote investigation focused on the right front child occupant of a 1997 Saturn SL2 that was equipped with driver and passenger side air bags. The vehicle was involved in a moderate front-to-rear crash with a 1994 Nissan Sentra which deployed the Saturn's air bag system. The 18 month old female child occupant was positioned on the lap of his mother in the right front of the vehicle. The deploying mid mount passenger side air bag contacted the child occupant in the facial area which resulted in abrasions of the right lower face and the underside of the chin. In addition, she sustained closed head injuries and bled out of the nose and mouth at the scene of the crash.</p> <p>A passing motorist stopped at the crash scene and transported the driver, child, and the right front passenger (mother) to a hospital where the child was mechanically supported for approximately 23 hours. She expired due to the closed head injury.</p> <p>The mother consented to a telephone interview, however, she refused to sign a medical release form to authorize the release of the child's medical records. Due to the death at the hospital, the county coroner did not require an autopsy. In addition to the occupant interview, the investigating officer was interviewed and on-scene police photographs of the involved vehicles are included as Attachment A.</p>					
17. Key Words Front-to-rear impact configuration 18 month old child occupant Positioned on lap of right front passenger Mid mount passenger side air bag				18. Distribution Statement General Public	
19. Security Classif. (of this report) Unclassified		20. Security Classif. (of this page) Unclassified		21. No. of Pages 5	
22. Price					

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The crash investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points are coupled with the investigator's expert knowledge and experience of vehicle dynamics and occupant kinematics in order to determine the pre-crash, crash, and post-crash movements of involved vehicles and occupants.

Because each crash is a unique sequence of events, generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicle(s) or their safety systems.

**CALSPAN REMOTE AIR BAG/CHILD FATALITY INVESTIGATION**

**CALSPAN CASE NO. 96-24**

**VEHICLE: 1997 SATURN SL2**

**LOCATION: GEORGIA**

**CRASH DATE: . , 1996**

**SUMMARY**

This remote investigation focused on an 18 month old female passenger who was positioned on her mother's lap in the right front of a 1997 Saturn SL2, 4 door sedan. The Saturn was equipped with supplemental driver and passenger side air bags which deployed as a result of a moderate front-to-rear crash sequence with a 1994 Nissan Sentra. The child was contacted by the deploying air bag which produced facial abrasions to the right face and underside of the chin, a closed head injury, and chest trauma. The child occupant was transported by a private vehicle from the scene of the crash to a local hospital where he expired on the day following the crash.

The crash occurred in a mid block area between two urban four-leg intersections. In the vicinity of the crash scene, the roadway consisted of three westbound travel lanes (inclusive of a designated left turn lane) and two eastbound lanes. Barrier curbs bordered both road edges. Viewing conditions were police reported as dark, but lighted with overcast skies. The dry asphalt road surface was straight and level with a posted speed limit of 48 km/h (30 mph).

The Saturn was identified on the police report as a 1996 model year, however, the vehicle identification number identified the model year as a 1997. The vehicle was a four-door sedan and was equipped with front bucket seats with reclining seat backs, a center console and a console mounted transmission selector lever. The four outboard seated positions were equipped with manual 3-point lap and shoulder belt systems. The front seat belt systems had adjustable upper anchorages (D-rings), however, the adjusted positions of the D-rings were unknown. A center rear lap belt (fixed length adjustable) was available. In addition to the belt systems, the Saturn was equipped with supplemental driver and passenger side air bags which deployed during this front-to-rear crash sequence.

Although the entire air bag modules were not visible in the attached on-scene police photographs, previous investigations have indicated that the Saturn was equipped with a driver air bag that expanded from an I-configuration module assembly from within a four-spoke steering wheel. The passenger side air bag was incorporated within the mid right instrument panel and deployed from a single top hinged module cover flap. The passenger side Saturn air bag is typically tethered with a single tether panel that is affixed to the mid bag area. The bag vented through a porous fabric with no direct vent ports on the bag surface.

Prior to the crash, the child's 19 year old mother had transported her by transit bus to a medical center for a scheduled doctor's appointment. The mother reported her height at 170.2 cm (67.0") and weight at 54.4 kg (120.0 lbs.) Following the visit, she had contacted the child's father to arrange for return transportation to her residence. He arrived at the center in the 1997 Saturn, however, he did not retrieve the child restraint from the residence, therefore the child restraint was not available to the child for the return trip. The mother stated that the child was always properly secured in a forward facing child restraint and positioned in the rear seat when transported in the vehicle. For this return trip, the mother stated that she elected to hold the child on her lap to secure the child in the vehicle. She noted that she was properly restrained by the manual 3-point lap and shoulder belt system with the child positioned on her right thigh. The mother further noted that the belt webbing was not extended around the child. Based on the remote investigative effort (telephone follow-up only), belt usage could not be verified. In addition, the investigating police officer noted on his report that the adult right front occupant was not restrained. The mother estimated the height of the child at 91.4 cm (36.0") and weight at 10 kg (22 lbs.). The attached on-scene police photographs (refer to Photograph No. 2) indicate that the passenger seat was adjusted to a mid track position. The mother stated that she was aware of the Saturn's passenger side air bag and the warning labels affixed to the vehicle's visors. In addition, she had learned about the risks associated with passenger side air bag deployment against a child on television and newspaper articles, however, she did not think it would "happen" to her daughter.

The driver of the Saturn was a 22 year old male with a height of 190.5 cm (75.0") and weight of 83.3 kg (185.0 lbs.). The right front occupant stated that he was properly restrained by the manual 3-point lap and shoulder belt system, however, the police report listed him as unrestrained. The report did note air bag deployment for both front seat positions.

Following the driver's departure from the medical center, he stopped at a fast-food restaurant then proceeded en route to their destination. He was traveling in a westerly direction on the outboard travel lane of the four lane urban roadway and had stopped at several intersections for a red signal phase. He had traversed a four leg intersection on a green signal phase and approached a line of standing traffic that had backed-up for a red signal phase. The driver failed to detect the standing traffic in sufficient time to safely stop behind the stopped Nissan. He braked in an attempt to avoid impact, however, his vehicle continued forward on the dry asphalt road surface to impact.

The full frontal area of the Saturn impacted the rear of the stopped Nissan in a 12 o'clock/6 o'clock configuration. The front bumper of the Saturn initially engaged against the rear bumper of the Nissan which resulted in minimal bumper displacement. The Saturn's bumper subsequently underrode the rear bumper of the Nissan resulting in moderate damage to the grille and headlamp areas of the Saturn. A CDC of 12-FDEW-1 was derived from the attached on-scene police photographs. The Saturn sustained a moderate velocity change that was estimated from the attached police photographs at 16-19 km/h (10-12 mph). As a result of the crash, the Saturn's supplemental driver and passenger side air bag system deployed.

The rear bumper fascia of the Nissan was abraded and holed from the impact sequence with the Saturn. As the Saturn's bumper fascia underrode the Nissan's bumper, the Nissan's rear mounted muffler was contacted and displaced forward which separated the muffler from the rear exhaust hangers (refer to Photograph Nos. 5 and 6). There was no damage above the level of the Nissan's bumper (CDC 06-BDLW-1). The impact displaced the Nissan forward into the rear of a stopped 1990 Buick Century.

The driver of the Saturn probably responded to the frontal impact by initiating a forward trajectory and loaded the deployed driver's side air bag. Although he did not sustained direct contact injury from the bag, the right front passenger noted that he complained of neck pain that probably resulted from bag loading and the frontal impact force.

The right front passenger was attempting to restrain the 18 month old child by holding the child on her lap. Due to the pre-crash braking force, the child probably moved forward toward the mid mount passenger side air bag module assembly. The frontal collision involved the energy absorbing front bumper system of the Saturn and the headlamp and header panel areas. Minimal structure was involved in the crash, therefore the air bag system probably deployed late in the crash sequence which would have allowed the child passenger to move closer to the passenger side air bag module assembly. The deploying passenger side air bag membrane expanded against the child's right face, underside area of the chin, and the thoracic area which resulted in soft tissue abrasions (AIS-1), a chest trauma, and a closed head injury (AIS-4). Although unconfirmed by medical data, the air bag contact to the underside of the child's chin probably resulted in an extension of the neck and a possible brain stem and/or C-spine injury.

The mother stated that the lower aspect of the air bag contacted the child's face and chest while the upper aspect of the passenger side air bag contacted her chest which resulted in contusions (AIS-1). The mother further noted the deployment sequence displaced the child from her arms to a position on the right front floor where she came to rest within the vehicle. The air bag probably displaced the child into the chest of the mother as she responded to the frontal impact force. The mother sustained contusions (AIS-1) and soreness of the chest, however, she declined medical treatment. In addition to holding the child on her lap, the mother was probably holding some fast-food items which were scattered about the frontal interior surfaces as evidenced in Photograph No. 3.

Following the crash, the mother retrieved the child from the floor of the vehicle and noted that she was bleeding from the nose and mouth and was in an unconscious state. She and the driver waved down a passing motorist who transported the parents and the child to the medical center from which they were returning from. Upon admission, the attending physician stated that the child was critically ill. A right thoracotomy was performed which detected a collapse of the right lung. In addition, a ventriculostomy was performed to relieve brain pressure. The child was diagnosed with brain death and was placed on a respirator. She expired approximately 23 hours following the crash. The mother refused to authorize the release of the child's medical records and no autopsy was performed, therefore specific injury data was unknown.

**HUMAN DEMOGRAPHICS/OCCUPANT DATA****Air Bag Vehicle**

Driver: 22 year old male  
Height: 190.5 cm (75.0")  
Weight: 83.3 kg (185 lbs.)  
Manual Restraint  
Usage: None  
Usage Source: Police report  
Type of Medical  
Treatment: None

**DRIVER INJURIES**

<b>Injury</b>	<b>Injury Severity (AIS-90)</b>	<b>Injury Mechanism</b>
Soreness of the neck	Not a codeable injury	Air bag/impact force

**PASSENGER DATA**

Right Front  
Passenger: 19 year old female  
Height: 170.2 cm (67.0")  
Weight: 54.0 kg (120.0 lbs.)  
Manual Restraint  
Usage: None  
Usage Source: Police report  
Type of Medical  
Treatment: None

**RIGHT FRONT PASSENGER INJURIES**

<b>Injury</b>	<b>Injury Severity (AIS-90)</b>	<b>Injury Mechanism</b>
Chest contusions	Minor (490402.19)	Interaction with child and passenger side air bag



## **HUMAN DEMOGRAPHICS/OCCUPANT DATA (CONT'D.)**

### **CHILD PASSENGER**

Position: Seated on the lap of the right front passenger  
Age: 18 months  
Sex: Female  
Restraint  
Usage: None  
Usage Source: Police report, interview  
Mode of Transport  
From Scene: Private vehicle to a local pediatric medical center  
Type of Medical  
Treatment: Admitted to a pediatric medical center where she expired approximately 23 hours following the crash

### **CHILD PASSENGER INJURIES**

<b>Injury</b>	<b>Injury Severity (AIS-90)</b>	<b>Injury Mechanism</b>
Closed head injury with prolonged loss of consciousness (23 hours)	Severe (160210.40)	Deploying passenger side air bag
Abrasion of the right face which extended from the right ear to the chin	Minor (290202.11)	Deploying passenger side air bag
Abrasion to the underside of the chin	Minor (290202.18)	Deploying passenger side air bag
Chest trauma with a collapse of the right lung	Not a codeable injury under AIS-90	Deploying passenger side air bag

**ATTACHMENT A**

**On-Scene Police Photographs**



1. Frontal damage to the 1995 Saturn SL2 Sedan.



2. Deployed driver's side air bag and front seat track positions.



3. Exterior view of the interior and apparent food debris on interior surface of windshield and upper instrument panel.



4. Rear seat view of the Saturn.





5. Rear view of the struck 1994 Nissan Sentra.



6. Close-up view of the rear bumper fascia and disengaged muffler assembly.

Report Number		Agency NCIC No.		GEORGIA UNIFORM MOTOR VEHICLE ACCIDENT REPORT				County		Date Rec. By DPS	
Date	<input type="checkbox"/> Sun <input type="checkbox"/> Mon <input type="checkbox"/> Tue <input type="checkbox"/> Wed <input type="checkbox"/> Thu <input type="checkbox"/> Fri <input type="checkbox"/> Sat	Time	1834	Off Arrived	1842	Total Number Of:	Vehicles <input type="checkbox"/> Injured <input type="checkbox"/> Fatalities <input type="checkbox"/>	Involvement	City Of		
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Driver's License No. Class State <input type="checkbox"/> Male <input type="checkbox"/> Female				Driver's License No. Class State <input type="checkbox"/> Male <input type="checkbox"/> Female							
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VIN Vehicle Color				VIN Vehicle Color							
Tag State County Year				Tag State County Year							
Trailer Tag State County Year				Trailer Tag State County Year							
License to Driver Owner's Last Name First Middle				License to Driver Owner's Last Name First Middle							
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Vehicle Condition 1 Vehicle Maneuver 5 Pedestrian Maneuver				Vehicle Condition 1 Vehicle Maneuver 4 Pedestrian Maneuver							
Most Harmful Event 1 Vehicle Class 1 Vehicle Type 1				Most Harmful Event 1 Vehicle Class 1 Vehicle Type 1							
Traffic Control 2 Device Inoperative? <input type="checkbox"/> Yes <input type="checkbox"/> No				Traffic Control 2 Device Inoperative? <input type="checkbox"/> Yes <input type="checkbox"/> No							
Injured Taken To By: Father											
EMS Arrival Time 1833 EMS Arrival Time 1837 Hospital Arrival Time Did not transport Patient Taken: <input type="checkbox"/> Yes <input type="checkbox"/> No By: 1											
Report By: Department: Date Checked By: Date Checked:											
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DPS MICROFILM NUMBER (DO NOT WRITE IN THIS SPACE)											
Post-It Fax Note 7671											
Center Name: Vehicle #: Address: City: State: Zip:											
Number of Axes: G.V.W.R.: Fed. Reportable: Cargo Body Type:											
Vehicle Condition: L.C.M.C. #: U.S. S.D.T. #: Interstate Involvement:											
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If YES, Name or 4 Digit Number from Statement or Box: 1 Digit Number from Bottom of Statement:											
Run Off Road: Down Hill Runaway: Cargo Loss Or Shift: Separation of Units:											

MAIL TO: GEORGIA DEPARTMENT OF PUBLIC SAFETY, ACCIDENT REPORT TWO UNIT, P.O. BOX 1465, ATLANTA, GEORGIA, 30301-1465

REMARKS

The Drivers of Vehicles 2 & 3 were traveling west on \_\_\_\_\_ and were  
 stopped at the red light at \_\_\_\_\_ and \_\_\_\_\_ The Driver of Vehicle 1 was  
 traveling west on \_\_\_\_\_ and had just passed \_\_\_\_\_ in the right lane. The  
 Driver of Vehicle 1 failed to stop in time and struck the rear of Vehicle 2, causing  
 Vehicle 2 to strike Vehicle 3 in the rear with the front of Vehicle 2. There was  
 moderate damage to Vehicle 1, slight damage to Vehicle 2, and no damage to Vehicle 3.  
 The Driver of Vehicle 1 flagged another Vehicle down, and had them transport their  
 18 month old child to the \_\_\_\_\_

**INDICATE ON THIS DIAGRAM WHAT HAPPENED**

**INDICATE  
NORTH**

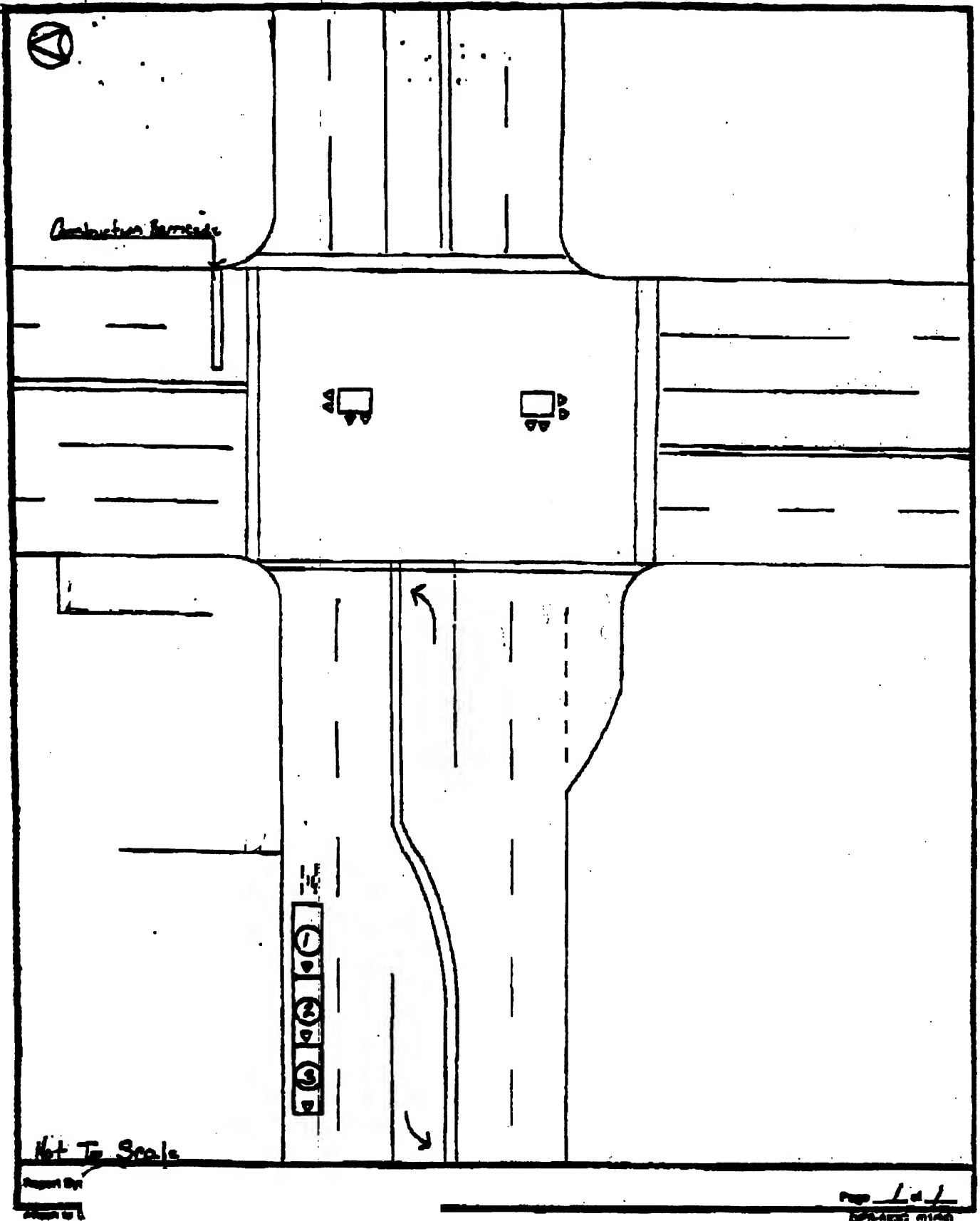


**SEE SUPPLEN**

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And Continuing in the Direction Checked Above The Next Reference Point Is: 1 <input type="checkbox"/> 2 <input type="checkbox"/> 3 <input type="checkbox"/> 4 <input type="checkbox"/> 5 <input type="checkbox"/> 6 <input type="checkbox"/> 7 <input type="checkbox"/> 8 <input type="checkbox"/> 9 <input type="checkbox"/> 10 <input type="checkbox"/> 11 <input type="checkbox"/> 12 <input type="checkbox"/> 13 <input type="checkbox"/> 14 <input type="checkbox"/> 15 <input type="checkbox"/> 16 <input type="checkbox"/> 17 <input type="checkbox"/> 18 <input type="checkbox"/> 19 <input type="checkbox"/> 20 <input type="checkbox"/> 21 <input type="checkbox"/> 22 <input type="checkbox"/> 23 <input type="checkbox"/> 24 <input type="checkbox"/> 25 <input type="checkbox"/> 26 <input type="checkbox"/> 27 <input type="checkbox"/> 28 <input type="checkbox"/> 29 <input type="checkbox"/> 30 <input type="checkbox"/> 31 <input type="checkbox"/> 32 <input type="checkbox"/> 33 <input type="checkbox"/> 34 <input type="checkbox"/> 35 <input type="checkbox"/> 36 <input type="checkbox"/> 37 <input type="checkbox"/> 38 <input type="checkbox"/> 39 <input type="checkbox"/> 40 <input type="checkbox"/> 41 <input type="checkbox"/> 42 <input type="checkbox"/> 43 <input type="checkbox"/> 44 <input type="checkbox"/> 45 <input type="checkbox"/> 46 <input type="checkbox"/> 47 <input type="checkbox"/> 48 <input type="checkbox"/> 49 <input type="checkbox"/> 50 <input type="checkbox"/> 51 <input type="checkbox"/> 52 <input type="checkbox"/> 53 <input type="checkbox"/> 54 <input type="checkbox"/> 55 <input type="checkbox"/> 56 <input type="checkbox"/> 57 <input type="checkbox"/> 58 <input type="checkbox"/> 59 <input type="checkbox"/> 60 <input type="checkbox"/> 61 <input type="checkbox"/> 62 <input type="checkbox"/> 63 <input type="checkbox"/> 64 <input type="checkbox"/> 65 <input type="checkbox"/> 66 <input type="checkbox"/> 67 <input type="checkbox"/> 68 <input type="checkbox"/> 69 <input type="checkbox"/> 70 <input type="checkbox"/> 71 <input type="checkbox"/> 72 <input type="checkbox"/> 73 <input type="checkbox"/> 74 <input type="checkbox"/> 75 <input type="checkbox"/> 76 <input type="checkbox"/> 77 <input type="checkbox"/> 78 <input type="checkbox"/> 79 <input type="checkbox"/> 80 <input type="checkbox"/> 81 <input type="checkbox"/> 82 <input type="checkbox"/> 83 <input type="checkbox"/> 84 <input type="checkbox"/> 85 <input type="checkbox"/> 86 <input type="checkbox"/> 87 <input type="checkbox"/> 88 <input type="checkbox"/> 89 <input type="checkbox"/> 90 <input type="checkbox"/> 91 <input type="checkbox"/> 92 <input type="checkbox"/> 93 <input type="checkbox"/> 94 <input type="checkbox"/> 95 <input type="checkbox"/> 96 <input type="checkbox"/> 97 <input type="checkbox"/> 98 <input type="checkbox"/> 99 <input type="checkbox"/> 100 <input type="checkbox"/>																																																																							
Driver # <b>3</b> Last Name <b>First Middle</b> Address <b>Rd.</b> City <b>State Zip</b> Driver's License No. <b>Class State</b> Sex <input type="checkbox"/> Male <input type="checkbox"/> Female Pasted Speed <b>30</b> Insurance Co. <b>Policy No.</b> Year <b>90</b> Make <b>Buick</b> Model <b>Century</b> Telephone No. VIN <b>Vehicle Color</b> Year <b>State County Year</b> Trailer Tag # <b>State County Year</b> <input type="checkbox"/> Same as Driver Owner's Last Name <b>First Middle</b> Address <b>City State Zip</b> Removed By <input type="checkbox"/> Request <input type="checkbox"/> List						Driver # <b>1</b> Last Name <b>First Middle</b> Address <b>City State Zip</b> Driver's License No. <b>Class State</b> Sex <input type="checkbox"/> Male <input type="checkbox"/> Female Pasted Speed <b>Insurance Co. Policy No.</b> Year <b>Make Model Telephone No.</b> VIN <b>Vehicle Color</b> Year <b>State County Year</b> Trailer Tag # <b>State County Year</b> <input type="checkbox"/> Same as Driver Owner's Last Name <b>First Middle</b> Address <b>City State Zip</b> Removed By <input type="checkbox"/> Request <input type="checkbox"/> List																																																																	
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BEST AVAILABLE

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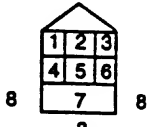
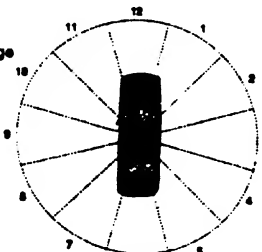
at 1845 hrs we responded to at  
an accident with injuries. Upon arrival we  
spoke with driver of vehicle #2 and vehicle #3. Both  
driver of veh #2 and veh #3 stated that the driver and passengers  
of veh #1 had gotten out of veh #1 with a child and got into  
an unknown vehicle and went to the hospital. We called  
dispatch and ask them to call the hospital to see if the  
occupants had arrived. While we were trying to find the driver  
and passengers of veh #1, we spoke with the driver of veh #2  
and vehicle #3. The driver of veh #3 stated that she was  
stopped waiting for traffic in front of her. The driver of veh #2  
stated that she was stopped behind veh #3. The driver of veh  
#2 also stated that she saw veh #1 coming behind her and  
vehicle #1 did not stop before veh #1 struck veh #2 in the rear.  
Veh #2 was pushed into veh #3. We soon found out that the  
occupants of veh #1 had taken their child to the  
hospital and  
picked up the driver of veh #1 and transported him back to the  
accident scene. The driver of veh #1 stated he was west  
bound on  
The mother of the child was sitting in the

[illegible]

[illegible]

[illegible]

<b>ALCOHOL AND/OR DRUG TEST GIVEN</b> 1 - Yes 2 - No 3 - Refused		<b>PEDESTRIAN MANEUVER</b> 1 Crossing, Not At Crosswalk 2 Crossing At Crosswalk 3 Walking With Traffic 4 Walking Against Traffic 5 Pushing Or Working On Vehicle 6 Other Working In Road 7 Playing In Roadway 8 Standing In Roadway 9 Off Roadway 10 Other		<b>CONTRIBUTING FACTORS</b> 1 No Contributing Factors 2 D.U.I. 3 Following Too Close 4 Failed To Yield 5 Exceeding Speed Limit 6 Disregard Stop Sign/Signal 7 Wrong Side Of Road 8 Weather Conditions 9 Improper Passing 10 Driver Lost Control 11 Changed Lanes Improperly 12 Object Or Animal 13 Improper Turn 14 Parked Improperly 15 Mechanical Or Vehicle Failure 16 Surface Defects 17 Misjudged Clearance 18 Improper Backing 19 No Signal/Improper Signal 20 Driver Condition 21 Driverless Vehicle 22 Too Fast For Conditions 23 Improper Passing Of School Bus 24 Disregard Police Officer 25 Distracted 26 Other		<b>VEHICLE TYPE</b> 1 Passenger Car 2 Pickup Truck 3 Truck Tractor (Bobtail) 4 Tractor/Trailer 5 Tractor W/Twin Trailers 6 Logging Truck 7 Logging Tractor/Trailer 8 Single Unit Truck 9 Panel Truck 10 Van 11 Utility Passenger Veh. 12 Vehicle With Trailer 13 Bus 14 Truck Towing House Trailer 15 Ambulance 16 Motorized Recreational Vehicle 17 Motorcycle, Scooter, Minibike 18 Moped 19 Pedalcycle, Bicycle 20 Farm or Const. Equip. 21 All Terrain Vehicle 22 Other	
<b>TYPE TEST</b> 1-Blood 2-Breath 3-Urine 4-Other		<b>FIRST HARMFUL EVENT/MOST HARMFUL EVENT NON-COLLISION</b> 1 Overturn 2 Fire/Explosion 3 Immersion 4 Jackknife 5 Other Non-Collision		<b>VEHICLE CLASS</b> 1 Privately Owned 2 Police 3 Fire 4 School 5 Other Govt. Owned 6 Military 7 Commercial Veh. (For Acc. Reporting Purposes Only) 8 Other		<b>TRAFFIC CONTROL</b> 1 No Control Present 2 Traffic Signal 3 RR Signal/Sign 4 Warning Sign 5 Stop Or Yield Sign 6 No Passing Zone 7 Lanes 8 Other	
<b>DRIVER CONDITION</b> 1 Not Drinking 2 Not Known If U.I. 3 Drinking, Not Impaired 4 U.I. Alcohol 5 U.I. Drugs 6 U.I. Alcohol & Drugs 7 Physical Impairment 8 Apparently Fell Asleep		<b>COLLISION WITH OBJECT NOT FIXED</b> 6 Pedestrian 7 Pedalcycle 8 Railway Train 9 Animal 10 Parked Motor Veh. 11 Motor Vehicle In Motion 12 Motor Vehicle In Motion - In Other Roadway 13 Other Object (Not Fixed) 14 Deer		<b>VEHICLE CONFIGURATION</b> 1 Bus (Seating For More Than 15 Passengers) 2 Single Unit Truck: 2 Axles 3 Single Unit Truck: 3 Or More Axles 4 Truck/Trailer 5 Truck Tractor (Bobtail) 6 Tractor/Trailer 7 Tractor With Twin Trailers 8 Unknown Heavy Truck (Cannot Classify)		<b>CARGO BODY TYPE</b> 1 Van (End. Box) 2 Auto Camer 3 Bus 4 Dump 5 Garbage/Refuse 6 Flatbed 7 Cargo Tanker 8 Concrete Mixer 9 Other	
<b>DIRECTION OF TRAVEL</b> 1-North 2-South 3-East 4-West		<b>COLLISION WITH FIXED OBJECT</b> 15 Impact Attenuator 16 Bridge 17 Bridge Pier/Abutment 18 Bridge Rail 19 Guardrail Face 20 Guardrail End 21 Median Barrier 22 Highway Traffic Sign Post 23 Overhead Sign Support 24 Luminaire/Light Support 25 Utility Pole 26 Other Post 27 Culvert 28 Curb 29 Ditch 30 Embankment 31 Fence 32 Mailbox 33 Tree 34 Other Fixed Object		<b>VEHICLE MANEUVER</b> 1 Turning Left 2 Turning Right 3 Making U-turn 4 Stopped 5 Straight 6 Changing Lanes 7 Backing 8 Parked 9 Passing 10 Negotiating A Curve 11 Entering/Leaving Parking 12 Entering/Leaving Driveway		<b>VISION OBSCURED BY</b> 1 Not Obscured 2 Headlights 3 Sunlight 4 Parked Vehicle 5 Trees, Bushes 6 Rain, Snow, Ice 7 On Windshield 8 Other	

<b>TRAFFIC-WAY FLOW</b> 1 Two-way Trafficway With No Physical Separation 2 Two-way Trafficway With A Physical Separation 3 Two-way Trafficway With A Physical Barrier 4 One-way Trafficway		<b>LOCATION AT AREA OF IMPACT</b> 1 On Roadway 2 On Shoulder 3 Off Roadway 4 Median 5 Ramp 6 Gore		<b>AGE</b> 00 - Up To One Year 01 - 97 Actual Age 98 - Ninety-eight Or Older 99 - Unknown		<b>SEX</b> M - Male F - Female	
<b>WEATHER</b> 1 Clear 2 Cloudy 3 Rain 4 Snow 5 Sleet 6 Fog 7 Other		<b>ROAD COMPOSITION</b> 1 Concrete 2 Black Top 3 Tar And Gravel 4 Dirt 5 Gravel 6 Other		<b>INJURY CODE</b> 0 Not Injured 1 Killed 2 Serious 3 Visible 4 Complaint			
<b>SURFACE CONDITION</b> 1 Dry 2 Wet 3 Snowy 4 Ice 5 Other		<b>CONTRIBUTING ROAD DEFECTS</b> 1 No Defects 2 Defective Shoulders 3 Holes, Deep Ruts, Bumps 4 Loose Material On Surface 5 Water Standing 6 Road Under Construction 7 Running Water 8 Other		<b>TAKEN FOR TREATMENT</b> 1-Yes 2-No 1 Not Ejected 2 Trapped 3 Totally Ejected 4 Partially Ejected		<b>POINTS OF INITIAL CONTACT</b> Use: 00 Overturned 13 Top 14 Undercarriage	
<b>LIGHT CONDITION</b> 1 Daylight 2 Dusk 3 Dawn 4 Dark - Lighted 5 Dark - Not Lighted		<b>ROAD CHARACTER</b> 1 Straight And Level 2 Straight On Grade 3 Straight On Hillcrest 4 Curve And Level 5 Curve On Grade 6 Curve On Hillcrest		<b>SAFETY EQUIPMENT</b> 0 None Used 1 Shoulder Belt 2 Lap Belt 3 Lap And Shoulder Belt 4 Child Safety Seat (Properly Used) 5 Child Safety Seat (Improperly Used) 6 Motorcycle Helmet 7 Bicycle Helmet 8 Unknown			
<b>MANNER OF COLLISION</b> 1 Angle 2 Head On 3 Rear End 4 Sideswipe - Same Direction 5 Sideswipe - Opposite Direction 6 Not A Collision With A Motor Vehicle		<b>DAMAGE TO VEHICLE</b> 1 None 2 Slight 3 Moderate 4 Extensive 5 Fire Present		<b>EXTRICATION (EQUIPMENT USED)</b> 1-Yes 2-No 0 No Air Bag In Vehicle 1 Deployed Air Bag 2 Non-Deployed Air Bag			